

The New Toll Schedule for Toll Roads

The toll road element of the plan has two objectives.

- First, pay down State debt by half, reduce annual debt payments by about one billion dollars and cut the structural deficit by one-third.
- Second, fund transportation improvements for the next 75 years.

The first real dollar toll increase will come in 2010 and will be a maximum of 50%. Three other increases of up to 50% will come in four year intervals. There will also be annual cost-of-living increases that will be applied every four years beginning in 2010.

Maximum schedule:

- On the *Turnpike*, this maximum toll schedule would yield the following fares for an average trip of about three exits, currently \$1.21:

<u>2010</u>	<u>2014</u>	<u>2018</u>	<u>2022</u>
\$2.05	\$3.45	\$5.85	\$9.85

- On the *Parkway*, the maximum toll schedule would yield the following fares for an average trip of 15 miles, currently \$0.35:

<u>2010</u>	<u>2014</u>	<u>2018</u>	<u>2022</u>
\$0.60	\$0.95	\$1.60	\$2.70

- On the *Atlantic City Expressway*, the maximum toll schedule would yield the following fares for each toll barrier, most of which are currently \$0.50 each:

<u>2010</u>	<u>2014</u>	<u>2018</u>	<u>2022</u>
\$0.85	\$1.45	\$2.40	\$4.05

- This reflects a maximum schedule that could be reduced by productivity gains, strategic investments and partnerships.

History of Tolls

- The last time tolls increased on the Parkway was 1989, when a movie ticket was \$4 and a gallon of gas was a \$1.13.
- Turnpike tolls have only increased five times in the Turnpike's 51-year history.
- Half of all Turnpike drivers are from out of state, so the burden for the toll hikes will be shared by motorists from other states – unlike tax increases, for instance.
- Tolls have not kept pace with inflation and many needed road improvements have been postponed.